

Commandant (CR)
U.S. Coast Guard
Washington 25, D.C.
OFFICIAL BUSINESS

THE COAST GUARD RESERVIST

CG 288



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U.S. COAST GUARD

Returned from Saint Louis, Mo.
(Post Office)
Asks

WASHINGTON, D. C.

UNITED STATES COAST GUARD

VOL. IX, No. 1, NOV-DEC 1961

Missions and Objectives Reserve Training Summary

MISSION

The mission of the Coast Guard Reserve is to provide trained units and qualified personnel available for active duty in time of war or national emergency, and at such other times as the national security requires, to fill the needs of the Coast Guard. Coast Guard Reserve personnel are trained, therefore, in the duties the Coast Guard is ordinarily called upon to perform on mobilization.

RESPONSIBILITY

In April 1961 the responsibility for the Coast Guard Reserve training program was transferred from the Office of Personnel to the Chief of Staff. The Chief of Staff, VADM J. A. Hirshfield, is designated as the flag officer responsible for Reserve Affairs, and CAPT E. S. Kerr Jr., is assigned as Assistant Chief of Staff (Reserve) to administer the program. He is assisted by CAPT S. T. Baketel, Assistant Chief, Reserve Division, and the following Branch Chiefs: LCDR W. J. Quamme, Budget (CR-1); LT B. M. Aldridge, Personnel Status & Records (CR-2); CDR C. H. Rosene, Training (CR-3); CDR G. I. Garner, Regulations (CR-4); and LCDR R. E. Livingstone, Planning & Administration (CR-5).

UNITS

Eight new Reserve Training units were commissioned during FY 1961 a total of 228 organized units (ORTU's) in a drill-pay status, and 18 volunteer training units (VTU's) in a non-pay status.

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FROM THE ASSISTANT COMMANDANT

TRAINING RESPONSIBILITY

It is sometimes difficult to think of the Coast Guard Reserve in other than a collective sense, that is, as a large group or body of men and units ready to go when and where needed to support the Regular establishment. But, in truth, it is made up of individuals of different ages, background, experience and ability. The magic that welds the individual to the whole is TRAINING. The success of any future commitments will depend on how well this job is done now.

Prior to World War II the Coast Guard was made up of a relatively small number of career people, and training was a gradual and continuing program. With the war build-up and the creation of the Reserve we experienced the new problems of expediency and motivation - how to train as many people as possible, all with varied backgrounds and skills, as quickly as possible. We learned new techniques and, in the fervor of national urgency, the job was done.

In the so-called "cold-war" period following those war years it became apparent that a trained back-up force was needed - one which would be available on short notice to help carry out expanded duties should the need arise. It then became the responsibility and task of those experienced personnel in command to recruit and train young men effectively in vital skills. This job was further complicated by the great advances in technology which required a higher degree of learned skill for operation and maintenance. Therefore, more men had to be trained, to a higher degree of efficiency, in competition with civilian interests, employment and education.

This has not been an easy assignment. That it has been done well reflects credit on all connected with the Reserve Program. But, the job is not completed, for, of necessity, it is a continuing process. As older, experienced personnel retire, new recruits must come aboard. The cycle continues and changes as concepts, equipment and weapons change.

I urge all of you to keep pace with changing situations and pursue the important undertaking of training with renewed determination.

J. A. Hirshfield
J. A. HIRSHFIELD
Vice Admiral, U. S. Coast Guard
Assistant Commandant

FROM THE ASSISTANT CHIEF OF STAFF (RESERVE)

THE IMPORTANCE OF LEADERSHIP

Since the Coast Guard must look to its members to maintain a high state of readiness for the conduct and support of sustained operations it has every right to seek and expect effective leadership from all of us. What do I mean by leadership? In its simplest definition it calls for the "guidance of a leader", "the ability to lead." In its fullest sense, it involves countless interrelated factors and influences such things as demeanor, morality, mentality, expression and aptitude.

It is our joint responsibility to develop our own particular area, be it command, unit or training group into the most effective, capable, and reliable unit of its type and to achieve the optimum utilization of available manpower and skills. We must train our subordinates to a high state of technical skill and professional competence, but we must do more. We must instill sincere feelings of motivation and dedication to the service, and foster high standards of integrity and fidelity. If we do our job well the inevitable result will be to improve the reliability and resourcefulness of inexperienced personnel.

How do we accomplish this goal? There are many approaches and many techniques and perhaps not two leaders will attack and accomplish their objectives in the same way. A great deal will depend on the situation and the personalities involved. Results may depend on individual ability to command, executive or managerial ability, an appeal for cooperation, leadership by personal example or a combination of several or all of these methods.

Of one thing I am sure. That is, that "leadership" is a learned trait, and one that can be taught. It does not come automatically with the swearing-in ceremony or donning a uniform. It has to be learned through instruction and personal example, and this is a job for all of us.

Annual Policy Board Convenes 4 December

The annual Reserve Policy Board will convene at Headquarters on 4 December this year to consider recommendations forwarded by the various District Boards. All recommendations are given careful consideration and are referred to the Secretary of the Treasury or to the Commandant as appropriate for further comment and action. It is by this means that all Reservists have in effect a "pipeline" to the top through which to express their ideas and suggestions on Reserve administration and training. Membership on the Board will be:

CAPT Roger M. DUDLEY, USCG, CGHQ
CDR Arnold I. SOBEL, USCGR, CGD9
CDR John C. F. MERRIFIELD, USCGR, CGD13
CDR Frederick R. KETCHAM, USCGR, CGD3
CDR Harold F. GIPE, USCGR, CGD5
LCDR Orland E. FRENCH, USCGR, RTC
LCDR Laura M. DALY, USCGR(W), CGHQ
LT Edward L. SAMUEL, USCGR, CGHQ, has been designated non-voting Recorder.

War College Selectees

The Commandant announced recently the selection of two officers to attend the "Reserve Officers Command and Staff Course" at the Naval War College, Newport, R. I. Chosen for this signal and demanding honor were LCDR Leonard C. BATES, Loveland, Colo., and LCDR Kenneth R. SPREEN, of Stamford, Conn.

LCDR Bates, holder of a BA in Economics, owns and operates a retail store, and has shown a continuing interest in the Reserve program. He has been affiliated with ORTUAG 02-828 since 1954 and is presently Commanding Officer of that unit.

LCDR Spreen, a graduate of the Coast Guard Academy with a BS in Engineering, is an analyst with Socony Mobil Oil Company. He accepted a commission in the Reserve immediately after resignation from the Regular component of the Coast Guard on 1 January 1954, and has been active in the Reserve program since that date. He was assigned as Commanding Officer of ORTUPS 03-675 in 1958, however, due to a change in residence in 1960 this duty was terminated and he is presently assigned to ORTUPS 03-164.

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Officer Status

Promotions

Temporary promotions were effected during the months of September and October 1961 through the following indicated signal numbers:

CAPT	R-51
CDR	R-514

Permanent appointment were effected through the following indicated signal number:

CDR	R-394
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Retirements

The following officers were retired under Title 10, U.S. Code, Sections 1331-1337 with effective dates as shown:

LT Kirk M. BAKER (35756)	10-1-61
BOSN Edwin J. DOWLING, Jr. (39169)	10-1-61
LCDR Donald E. ULLERY (41384)	10-1-61
CDR Edgar G. GLINES (36384)	11-1-61
LT Michael J. MADDEN (40621)	11-1-61
LCDR Benjamin K. PORTER (35522)	11-1-61
CAPT Howard V. SHEBLEY (35284)	11-1-61
CDR Marion G. RANDALL (35326)	12-1-61

Deaths

The following officers died on dates indicated:

LCDR Thomas F. HOLTZ (36464)	Ret.	10-29-61
LT Thomas J. REED (37617)	Ret.	11-2-61

Separations

The following officers were discharged effective on the dates indicated:

LT Philip S. CHANEN (40505)	8-31-61
LTJG Raymond J. KURTZ (40495)	9-14-61
LT Robert C. HINDMAN (37999)	10-5-61
LCDR Robert L. HOENSHEL (35550)	10-5-61
LT Roger A. HOLMES (41004)	10-5-61
LTJG George E. MILLARD (40831)	10-5-61
LT Samuel L. ROSENFELD (40831)	10-5-61
LT Dale W. WICKHAM (40450)	10-5-61

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Army Reserve Unit Holds Joint Drill

The Sandusky, Ohio, Coast Guard Reserve Unit, ORTUPS 09-204, meets in the Armory that houses the 299th Ordnance Co. (DAS), USAR. The 299th, on an active duty alert, scheduled a weekend firing for record at Camp Perry, and since the Coast Guard Unit was contemplating such a program, a cooperative effort was arranged.

This may well be the first time a Coast Guard Reserve Unit has scheduled a joint drill with an Army Reserve Unit. According to reports it went over very well, cementing relationships between personnel of the two units, who, although they use the same training facility, never get the chance to meet each other.

They fired together, pulled targets and kept score for each other, with the usual inter-service joking, which made for a wonderful atmosphere. Only the messing was separate which led to some pretty funny afternoon "barbs." The 299th, which has its own mess, had steak. The Coast Guardsmen went to a restaurant and had meat-loaf. Oh well, an ARMY has always been alleged to "move on its stomach."

1961 Appointments to Warrant Grades

A Board, for the consideration of certain Coast Guard Reserve personnel for appointment to Warrant Grade, convened at Coast Guard Headquarters on 25 October 1961, and recommended that the following applicants be appointed to the grade of warrant officer (W-1) in the order of precedence shown:

Boatswain (1100-Deck)

ORY, Daniel J. (2022-034) BMC

Boatswain (9500-Port Security)

GATES, Kenneth N. (2039-389) PSC

UNIT NEWS

Attendance - August 1961

National Average	84.8%
Highest District: 13th	88.9%
Highest ORTUPS 12-741, Santa Rosa, Calif.	96.9%
Highest ORTUAG 11-195, San Diego, Calif.	96.7%
Highest ORTU, other:	
MOBDET 03-423) 09-159) 13-936)	100.0%
ORTUR 07-488) 13-938)	100.0%

Attendance - September 1961

	86.4%
2nd	88.6
11-635 Bakersfield, Calif.	100
02-582 Louisville, Ky.	94.9
02-227 03-423 09-159	100
07-488	100

National Average for FY 1961 85.4%

The 13th District has had the "Highest District" average for ten out of the last twelve months. Although "Highest ORTUAG" has varied considerably, ORTUPS 12-741, Santa Monica, Calif., has held the "Highest ORTUPS" for nine out of the last twelve months. Congratulations to both District and Unit. How about some real competition in FY 1962?

COMMISSIONED:

ORTUPS 02-627, Knoxville, Tenn. commissioned 22 October 1961 as a weekend unit. CO, LCDR Robert L. YOUNG.

ORTUPS 03-181, Hartford, Conn. commissioned 1 November 1961 as a weekly unit. CO, LCDR George F. RODGERS.

HORNE, Braxton W. (2020-655) SOC
SMITH, Edward L. (2019-694) PSC
YACKOWSKI, Alexander (2013-592) GMC

Machinist (2000-Assistant Engineer)

BECHTLER, Herman J. (2001-057) ENC
STONE, Bobby R. (2019-702) EMC

Supply Clerk (9200-Finance)

SMEDLEY, Dennis L. (R288-971) SKC
RADIN, Arthur E. (2030-755) SKC

Ship's Clerk (5000-Administration)

DE BOLD, Alton M. (2042-688) HMC
KENNEDY, Joseph P., Jr. (2002-030) SKC
MC CAFFREY, William T. (2054-042) YNC

RPA SELECTIONS

The Board, convened recently to consider and select commissioned officers of the Reserve, both on active and inactive duty, for designation as Reserve Program Administrators submitted the following list of selectees which was approved by the Commandant on 5 October 1961:

LTJG John T. ANDREWS (41230)
LT James R. McRIGHT (50029)
LT Joseph F. TYSON (41120)

Applicants for participation in the integration program (See PI 62-59) or for consideration by boards selecting Reserve Program Administrators (See PI 39-59) are reminded that they should apply sufficiently in advance of their scheduled release date to permit completion of all requirements at a normal rate, and to take advantage of the provisions for additional board consideration in the event the first board's action is not favorable.



Summer Training Reports 61 Highlights '62 Forecasts

In this our "training-review" issue, the various ways and means by which Reservists keep current and learn advanced methods during summer periods will be presented briefly. In general, programs are worked out in advance and co-ordinated at Headquarters. They involve: training at the Training Center, Yorktown; the District training at Bases, operational sites and local schools, both Coast Guard and other services; Special and Contract Schools, such as Law Enforcement at San Jose, California; Rate and Specialty schools as provided by the Navy; Afloat training cruises on operational units of the Coast Guard; and special Seminars and Programs conducted by other services and agencies.

They are all predicated on the same basis--NEED, and involve problems of availability of locations, instructors and administrative staffs, quotas, accessibility and transportation, curriculums and courses applicable to Coast Guard. All are balanced against COST.

These programs are reviewed annually to determine if something of value has been received, both by the person, and the Coast Guard. It is for this reason, along with changing objectives and programs, that from time to time certain training is suspended or eliminated entirely and why new types come into the picture. The continuing long-range goal, however, is to fit the programs to the mobilization needs of the Coast Guard and the person. Money and time cannot be expended for the so-called "desirable," "interesting," or "background" courses and all efforts are made to evaluate requests properly and to weed these out.

Reserve Training Center, Yorktown

This facility, established only two years ago is now our largest single Reserve training site. A total of 2,104 officers and enlisted men, including 57 Army and 47 Regular Coast Guardsmen, received training during five periods from 25 June to 1 September 1961. This represented an input of 65% of Officer and 83% of Enlisted trainee quota planned.

Of the enlisted courses held, the "Instructor Training" with 108% of quota, and "Signalman" (SM) with 69% of quota, were the high and low respectively. Of the Officer courses, the "CO-XO-TO" with 85% of quota, and "Refresher Course for Deck Officers" with 49% of quota, were the high and low respectively. All courses are, therefore, being re-examined with an eye towards utilization (number of personnel attending compared to number of openings available) to obtain a better balance. Course content and manner of presentation was found to be excellent.

The Training Center recently completed installation of a training-aid complex with which it will be possible to fully simulate either one or two ship operational problems in the CIC-ASW fields. This training device can ingest, either singly or in any combination, actual ship and aircraft radar returns, simulated ship and aircraft radar returns, and/or simulated sonar returns. CIC, maneuvering and signal bridge actions, complete with gunnery, and other ordnance responsive actions, can be taken. Coupled with totally integrated and operating gun-mounts the training problem can now be carried up to an actual firing. This single installation can be used to train nearly a full vessel augmentation team in realistic battle conditions.

This equipment is being scheduled for use in FY '62 ACDUTRA with ASW-CIC and Gunnery Refresher courses being added to Officer and

Enlisted programs. A new Leadership course for junior ORTU officers (LT and below) will be added to Officer programs. It is designed to increase the officer's understanding of military and administrative responsibilities of leadership, and to focus increased attention on the moral aspects of leadership.

JACKSONVILLE

Use of the Naval Air Station, Jacksonville, Fla., (NAS Jax) was continued. Officer and Enlisted reservists from the 2nd, 5th, 7th, and 8th Coast Guard Districts received training in use of small arms, riot control, radiac equipment monitoring and decontamination procedures. Further emphasis was also given this year to underway training and survival swimming as well as examination of practical factors for advancement in rate. This facility will be used again for training in 1962, but it is probable that quotas may be reduced to allow for other training objectives.

CONTRACT SCHOOLS

The two sessions of the "Civilian Law Enforcement Institute" held at San Jose State College in California apparently were successful in every respect. The use of tear gas and riot control was given a larger share of time available, and the tour of the Santa Clara County Jail was cut to one half the previous time so that the trainees could see a demonstration of the use of police dogs in handling crowds and in attacking an armed man. The latter proved to be an interesting and valuable eye-opener to Coast Guard personnel who might well run across this duty upon mobilization of Coastal (Beach Patrol) Units.

An excellent "Structural Fire Fighting" course was instituted at Long Beach State College in California and was well received. A high percentage of the training involved demonstrations by the Long Beach and Los Angeles fire departments and familiarization with waterfront fire-fighting facilities.

Highlights of the program were demonstrations of the new method of attacking pier fires from underneath the pier with Scuba Diving equipment, and the making of a large buoyant life ring out of fire hose. This was accomplished by placing two CO₂ charges inside a 50-foot length of 2½ inch hose, which had been coupled together, and then breaking the charges to inflate the hose.





AFLOAT TRAINING

A total of twenty-two cruises were held this summer, many to exotic ports, giving the sea-going Reservists some varied shore-going experiences as well as valuable training.

Twelve ships on the East Coast and six on the West, provided training facilities for 110 officers and 1,180 enlisted men.

Among the places visited were: Calvert Island, B.C.; Vancouver, B.C.; Curacao, W.I.; Tampico, Mexico; Port-au-Prince, Haiti; Bermuda, B.W.I.; Acapulco, Mexico; Astoria, Ore.; and French Frigate Shoals, northwest of the Hawaiian Islands.

The "buddy" system proved to be a very valuable training approach and some of the comments received from the ships' commanding officers were:

... "The Reservists showed an eager receptive attitude to training. They integrated very smoothly into regular ship's company. Appearance at inspection aboard ship and ashore was excellent. The state of training of rated Reservists was considered very good and some of them performed their duties in an outstanding manner."

... "No disciplinary problems. Conduct ashore was exemplary."

... "Their present state of readiness and training makes them a valuable source of vessel augmentation, manpower and skill."

... "Considerable advance preparation was evident. OP Instruction 12-59 appears to be well written and adapted for practical application during ACDUTRA."

... "Each Reservist went through the daily routine with his cruise mate, ultimately taking the watch under supervision."

Some of the suggestions made to improve cruises were:

... "When practicable the Unit Training Officer should accompany the unit on the cruise to assist in supervision of training."

... "A practical limitation on the total number of Reservists aboard striking for a given rating should be established to spread the training load among ship's departments."

... "Reservists reporting aboard should only be required to be examined in those practical factors that can not be completed on a unit level."

... "Reserve Officers on ships visiting foreign (Southern) ports should carry white uniforms."

... "There should be closer coordination between Reserve Units and afloat units, prior to sailing, to provide information on training received and further training desired so that afloat programs can be planned to "fit-the-man."

... "Reserve Officers reporting on board for the short period of active duty should be required to have at least a fundamental knowledge in the use of the maneuvering board."

All in all, both Regulars and Reservists felt these summer cruises were worthwhile as well as enjoyable experience and definitely the type of training that helps to develop a stronger esprit de corps among all units. Since these cruises are directly tied in with training for mobilization requirements they will be continued and increased if possible in FY '62 to include twenty-six cruises with availability for 133 officers and 1,400 enlisted men.



DISTRICT TRAINING

Excellent training programs were held in many District locations featuring basic and advance instruction in COTP site-type activities, specialty schools and rate training. Outstanding programs were held on both coasts reflecting the usual high degree of co-operation with other armed services and civilian agencies, and the "can-do" spirit of Coast Guard Reservists.

As part of the program at the 1st District in Boston, enlisted trainees received one week of intensive instruction on care and use of firearms, first-aid procedures, use of night stick, and principles of arrest at the US Army installation at Fort Devens, in Ayer, Mass. A number of personnel in the deck and engineering fields were trained on the BOSTON LIGHTSHIP (WAL 510) where they worked side by side with the regular complement.

Of particular interest was the ORTU Commanding Officer "Operational Training" School, (held at Base Boston) which was used to provide background and training in the formulation of emergency plans and operation orders, and indoctrination in the aims and purposes of the Operational Units established in the District.

On the West Coast the 11th District provided many varied training programs ashore and afloat. Extensive use was made of the Coast Guard District Reserve training vessel, CG 56306, which provided the means for local harbor tours, coastal navigation, and all of the deck and engine room manning detail drills. Port Security training was received at the Coast Guard Air Station, San Diego; Base, Terminal Island, San Pedro; and a particularly interesting program in ABC Training was inaugurated at the USN, Construction Battalion Center at Port Hueneme, California. Civilian instructors from the Los Angeles Fire Department and Sheriff's Academy did much to make the Port Security instruction a rewarding experience and the CBC instructors in the Disaster Recovery Training Division presented an exciting program on phases in recovery of a shore base after an ABC attack. Both the CBC at Port Hueneme (West Coast) and Davisville, R. I. (East Coast) have mobile trailer units that visit Navy Reserve units on week ends to train them in ABC. The possibility of including Coast Guard Reserve units in this type of training is now being explored.

RESERVE CRUISE IV

Some reports are received which detail events in such a complete and interesting style that little or no further preparation is needed for including the information in the "Reservist". Such a report received narrates the cruise and training received by members of ORTUAG units in the 11th CG District participating in this year's scheduled ACDUTRA aboard the CGC MINNETONKA. We think all readers will be interested in the excitement that can suddenly occur during a "routine training cruise." (Only items affecting security and readability have been omitted).

... "Reserve Cruise IV was held on board this vessel from 20 August 1961 through 2 September 1961. The ship operated coastwise from Long Beach, Calif. to the Straits of Juan de Fuca thence to Vancouver, B. C. and return. Four officers and 58 enlisted men of various Reserve Units reported aboard.

On 22 August 1961, this vessel was diverted by COMWESTAREA to proceed to USS KOINER for the evacuation of an emergency leave case. Rendezvous completed on 24 August 1961. The man was transferred on 25 August 1961 to CG-40379 for transportation to the Coast Guard Air Station, Port Angeles, Washington. The SAR incident delayed arrival at Vancouver, B. C. about 5½ hours. At 1421, 28 August 1961, this vessel, while enroute to San Francisco from Vancouver, was diverted by Commander, 13th Coast Guard District to assist the burning refrigerator ship ALASKA REEFER off Whidby Island, 29 miles East of our position. At 1608, upon arrival at the scene, an extensive fire-fighting operation commenced. All hands including Reserves fought the fire until 0105, 29 August 1961. This incident elicited a "Well done" from Commander, 13th Coast Guard District. The delay caused by this incident cancelled the scheduled visit to San Francisco and the use of DC training facilities at USNTC, Treasure Island.

After departure from Long Beach the ship steamed approximately 100 miles off-shore to stay clear of the shipping lanes and to better conduct drills and navigational problems. Weather and sea conditions were excellent. Therefore, maximum time was available for training. Prior to entering the Straits of Juan de Fuca this vessel was diverted by the SAR incident referred to in paragraph 3. Upon arrival at Vancouver, B. C., we moored to La Pointe Pier where we remained until departure on 28

August 1961. A formal personnel inspection, Officers and Crew, was held upon arrival. Liberty was then granted to all hands not on watch or otherwise involved in shipboard duties. HMCS DISCOVERY observed all protocol and provided many courtesies. Among these courtesies were parties for the enlisted men on the evenings of 25 and 26 August. Vancouver, B. C., is a very hospitable city and liberty was enjoyed by all hands.

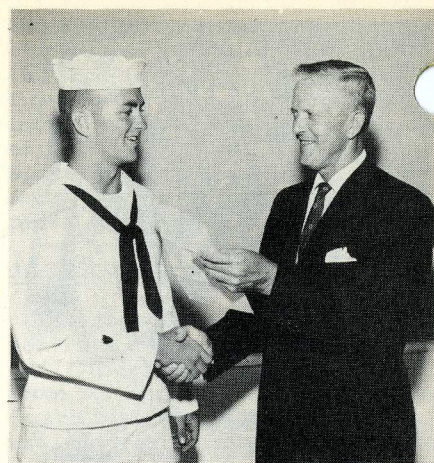
The appearance, conduct, and indoctrination of Reservists reporting aboard were satisfactory, and only minor infractions of rules and regulations occurred. The state of training of the Reservists was satisfactory.

While in port, in addition to liberty, pulling boat exercises were conducted for the Reserves in the duty section. No disciplinary problems developed, either ashore or aboard.

Departure for Long Beach on the morning of 28 August was routine. Shortly after passing the Coast Guard Air Station, Port Angeles, Wash., we were diverted by the second SAR incident as has been related in paragraph 2. After the SAR case, we got underway for Long Beach, passing Cape Flattery in heavy fog. The fog prevailed for the major part of the return trip. Despite the fog, training was carried on, and all drills and battle problems carried out per schedule. Arrival in Long Beach and detachment of Reserves proceeded in a routine manner.

The Reserves participated in all drills and exercises and responded very well to training. The "Buddy System" of assigning each Reserve a cruise mate from the regular ship's complement is believed to be the best system because it provides a strong bond, mutual participation, and respect between the Regular and Reserve personnel."

The Reserve Officers were assigned deck watches with regularly assigned OOD's. In addition to watch standing they were assigned to understudy department heads. All officers received further instruction in: Celestial Navigation, Communications, Piloting, Gunnery, Deck Seamanship, Shipboard Administration, Engineering, Supply, and Damage Control. Reserve Officers were required to keep notebooks for recording celestial navigation sights and for general information. These notebooks were reviewed by the Commanding Officer at the end of the first and second weeks of the cruise.



ACDUTRA ACTION

While undergoing summer active duty for training, Robert F. HORGAN, SN, from ORTUPS 11-313, Chavez Ravine, ran across some unexpected action. Performing duty as a Security Guard at Coast Guard Base, Terminal Island, Calif., he noticed two women walking across the Base parking lot and since it was after dark he requested that they stop and identify themselves.

At this, the women ran. Horgan passed the word to the Gate Guard, sound the alarm, and then took in the traditional "hot-pursuit." The chase continued across the Base, over a fence, through the Immigration Service Facility, over another fence and into the Coast Guard Industrial Compound.

At this point one of the fleeing women fell to the ground. Horgan pursued the other to the dock where the CGC HEATHER was moored, alerting the gangway watch as he ran. Personnel from the ship apprehended this woman and Horgan returned to the other who had fallen, and took her in custody.

It was subsequently determined that both were fugitives from the Women's Federal Prison and his alertness, calm judgement and quick action resulted in the apprehension of both prisoners before their absence from the penal institution was discovered.

In appreciation of his action, Warden Preston G. Smith of the Federal Correctional Institution, personally presented Horgan with a letter of Commendation at the final muster of RESTRAGRUP IV.

Reserve enlisted men were assigned routine ship's watches immediately upon reporting aboard and had direct supervision from their training mates in the regular crew.

Our Thanks

The response to earlier requests for pictures and articles has been particularly gratifying, and our only regret is that our format does not have enough space to use all of them. Some "Do's and Don'ts" are in order, however, as a reminder.

DON'T

Type on the back or face of photographs.

Attach by use of staples, paper clips, or through holes in a binder.

Fail to identify persons, places, things and date taken.

Send large group or posed pictures as they can rarely be used.

DO

Submit black & white glossy prints, preferably 8"x10" size.

Photos of people in real situations doing natural things.

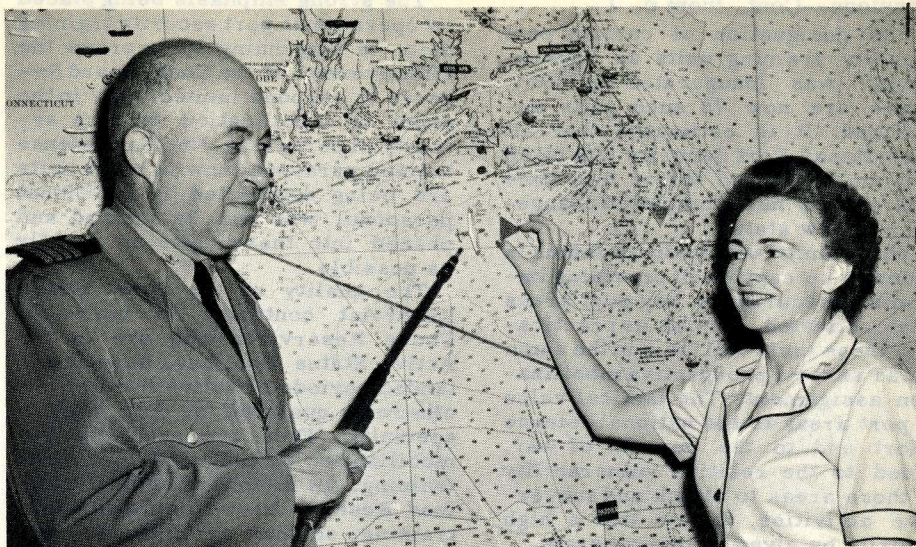
Identify by Who, What, Where, When, and Why information on a separate sheet, or a strippasted or taped lightly to back of photos.

Protect for shipment by tissue paper overlay and cardboard.

Advise if you want photos returned.

In this, our first issue of a new volume, may we say--KEEP UP THE GOOD WORK--MERRY CHRISTMAS--HAPPY NEW YEAR--TO ALL

-- Editor --



"RIGHT THERE"--SPARS receive a variety of training as shown by LTJG Catherine F. MacDonald, attached to ORTUR 01-536, Boston, Mass., receiving instructions from CAPT Oscar WEED, Jr., at the Rescue Coordination Center, as the Coast Guard plans for another Search and Rescue (SAR) Mission.

SPAR Anniversary Greetings

It may be only coincidental this year, but Thanksgiving Day and the nineteenth birthday of the SPARS fall on the same date giving us our own "service-reason" to be thankful. On 23 November 1942, Congress passed legislation authorizing the enlistment of women in the Coast Guard Reserve and more than 11,000 women from all walks of life volunteered for duty with the Semper Paratus - Always Ready (SPAR) corps from 1942 to 1946.

In the Spring of 1950 when SPARS were again authorized enlistment, "Betty" Splaine, Administrative Assistant to Assistant Chief of Staff (Reserve), became the first SPAR to sign aboard. She served first with a Volunteer Unit, and later transferred to ORTUPS 01-542, when in November 1950 it became the first Organized Reserve Training Unit. She also received another "first"

when on 1 December 1960 she received her commission as W-2, becoming the only SPAR Warrant Officer.

Other first's were attained when, on 16 January 1961, Joan E. Burke, presently attached to the Third District, made YNC, to be followed most recently by Mary T. Knight, attached to Headquarters, who received her advancement on 1 November. "Senior Chief's?" Sure. On 1 July 1960, Pearl Faurie, also attached to Headquarters, donned her new star as YNCS.

This little band of devoted workers has continued to grow and at the present time there are 8 officers and 11 enlisted personnel on active duty and 65 officers and 36 enlisted women attached to units. To each and all our congratulations and thanks for a job well done. Perhaps the best way to show our appreciation is to help all we can in their new recruiting drive.

Well-arranged time is the surest mark of a well-arranged mind.

--Pitman

Selectees--Cont. from p. 2

The Coast Guard has a quota of 2 billets out of a total of 48 assigned to this school and nearly 40 reserve officers submitted applications for consideration. The course provides a detailed coverage of the military training process, a brief investigation of naval staff organization and functions and operational planning problems.

"READY ON THE RIGHT"--Members of ORTUPS 09-204 Sandusky, Ohio, held a joint drill at Camp Perry Range with their alternates at the local training armory, Reservists of the 229th Ordnance Company (DAS), USAR.

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"BIG BLAZE"--Reservists from organized units in New England on two weeks' training duty at Boston received instructions in fire fighting from CDR E. J. MARDEN, USCGR, who is also a Deputy Chief in the Revere, Mass., fire department.

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"FIRE DIVERS"--Members of the Los Angeles Fire Department demonstrate a new under water fire fighting method to Coast Guard Reservists attending the Structural Fire Fighting School at Long Beach State College.

Page 4

"ABIT WET"--Using the "buddy" system of matching-up with regular crew members, Reservists from the West Coast area learned the correct method of small-boat handling during summer training aboard the USCGC MINNETONKA (WPG 67).

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"ALL AHEAD SLOW"--Coast Guard Reserves aboard the 11th Coast Guard District Reserve Training vessel set special sea detail as they cruise from Newport Beach to Terminal Island, Calif.

Page 5

"CONGRATULATIONS"--Warden Preston G. SMITH, of the Federal Correctional Institution, Terminal Island, San Pedro, Calif., presents Seaman Robert HORGAN with a letter of Commendation for his capture of two escapees.

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Missions--Cont. from p. 1

The designation of certain port security training units as "operational" was inaugurated in 1961. There are now 76 such units authorized. It is estimated that all operational Port Security (ORTUPS (O)) units planned for at this time will shortly have completed change-over to new status.

These units will train as teams in order to be capable of providing immediate security to key port areas when activated. Insofar as practicable, these units will train in the same areas as their prospective mobilization assignment. The tactical value of port areas to the national defense effort and to the pursuit of war, added to the relative vulnerability of those areas to attack and subversive activities, dictate that a high priority be given to this program.

The vessel augmentation program has been strengthened by periodically adjusting the training program to attain a more desirable rate balance within units. An increasingly effective summer ACDUTRA program has provided more comprehensive training. The next emphasis will be to phase in these units to meet the "operational" concept as now applied to the port security program.

STATE OF READINESS

On 31 June 1961, the Ready Reserve strength numbered 3650 officers and 27,399 enlisted personnel, of which 557 officers and 220 enlisted personnel were serving on extended active duty. A gradual increase in officer strength to meet the Ready Reserve requirement is expected during the next three years. However, there will be a decline in enlisted strength during the next two years which can only be partially off-set by an increased enlistment of prior-service personnel and re-enlistment of unit personnel who have fulfilled their military obligation. The number of personnel receiving training in the Organized Reserve as of 30 June 1961 was 1,789 officers and 11,939 enlisted men. A rise to the fiscal ceiling of 1800 officers and 13,200 enlisted men is anticipated by 31 December 1961. Approximately 60 officers and 2,540 enlisted men entered the six months active duty for training program this year, however, this officer program has now been suspended indefinitely.

The shift from recruit-type training to specialty training, and then to team training, in Reserve operational training units in recent years has resulted in a Ready Reserve, composed of personnel trained more nearly in alignment with mobilization requirements.

The strong emphasis being placed on operational port security training units is continuing to improve the effectiveness of the Coast Guard Reserve to respond immediately in the event of mobilization for the security of port areas. Nuclear defense trained personnel now in many units are being augmented by additional personnel who will be trained and phased into these units as rapidly as possible.

The quality of the Coast Guard Reservist continues to increase. Those Reservists who are in the Active Status Pool have served extended periods of active duty or have otherwise qualified for duty in their specialty. They are available for mobilization without need for further training. All members of the Organized Reserve have completed basic training, so they are likewise capable of performing the duties of their rank or rate upon mobilization. Further training will improve the individual's operational capabilities and weld each unit into a smoothly-functioning team.

INSPECTIONS

Organized Reserve training units are regularly inspected by the Inspectors for five factors: Organization, Materiel, Personnel, Administration, and Operational Readiness. Approximately 100 units are inspected each year. During the last fiscal year, 96% of the units scored "Satisfactory" or better in operational readiness, with 18% being classified as either "Outstanding" or "Excellent." This points up the high standards of performance of the typical Reserve unit. High morale with a definite sense of purpose and devotion to duty characterize the reserve forces today.

RATE STRUCTURE

The Ready Reserve rate structure was analyzed and given specific remedies within the past two years, with the result that it is now much closer to the ideal than ever before. The initial problems of obtaining basic petty officer courses tailored to Reserve needs, is one field which is being investigated again. This is a primary method of gaining a balanced rate structure and must be accomplished. The system has been more successful than originally estimated, but now must be augmented with suitable (preferably Coast Guard) Class "A" rate training schools tailored to the six-month trainee and a "training package" for ACDUTRA periods to match the Reservists available time. This program is being actively pursued, and results will be evident soon with the publishing of the schools available during 1962. We have critical short-

ages in the Radarman, Hospital Corpsman and Sonarman rates, and our current training programs will relieve these shortages within the year.

IN GENERAL

The quality of training furnished the individual has been on a continuing higher level due to better control of the trainee's assignments and curriculum. Greater emphasis on operational training within the Ready Reserve units is also an added factor and should do much towards improving mobilization capabilities. Enlarged VTU opportunities are now going to print. For all Reserve personnel, training by means of participation in correspondence courses was continued and expanded with 1,115 Officer and 10,092 Enlisted courses being taken during FY 1961. This includes both Navy and Coast Guard Institute courses.

At a Unit level various directives, instructions and circulars were combined and promulgated in one book, CG-296, "The Administrative Manual for Coast Guard Reserve." This manual consolidated, into one bound volume, policy matters and administrative procedures of a relatively permanent nature necessary for the administration of the RESERVE. As a guide for VTU (M) training the Merchant Marine Safety Course was expanded and supplemented by additional reference material. In summary then it can be truly said that on all levels and in all phases the Reserve program has continued to be clarified, expanded and advanced.

Separations--Cont. from p. 2

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ENS Jerry C. ZINSER (41436)
10-23-61
LT Peter R. FRORER (40408)
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The Coast Guard RESERVIST

Published monthly in Washington, D. C., by the Commandant, U. S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (CR), U. S. Coast Guard, Washington 25, D. C. Use of funds for printing this publication has been approved by the Director of the Bureau of the Budget 5 August 1959.

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